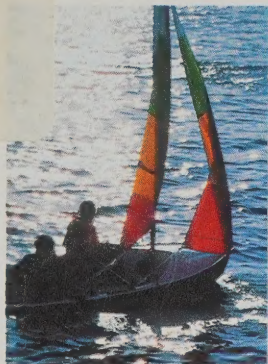





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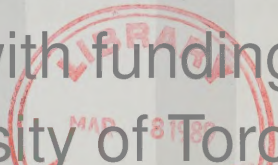
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SAFE BOATING GUIDE

Canada 



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Canals Navigation Data*

Think prevention

Regardless of the type of boat you have, it must be equipped with certain safety equipment that is in good operating order, easily accessible and of the type approved* by the Canadian Department of Transport.

The safety equipment requirements described in this booklet are minimum requirements. The Canadian Coast Guard strongly recommends, however, that you take whatever additional precautions you can to keep the odds on your side when you're on the water.

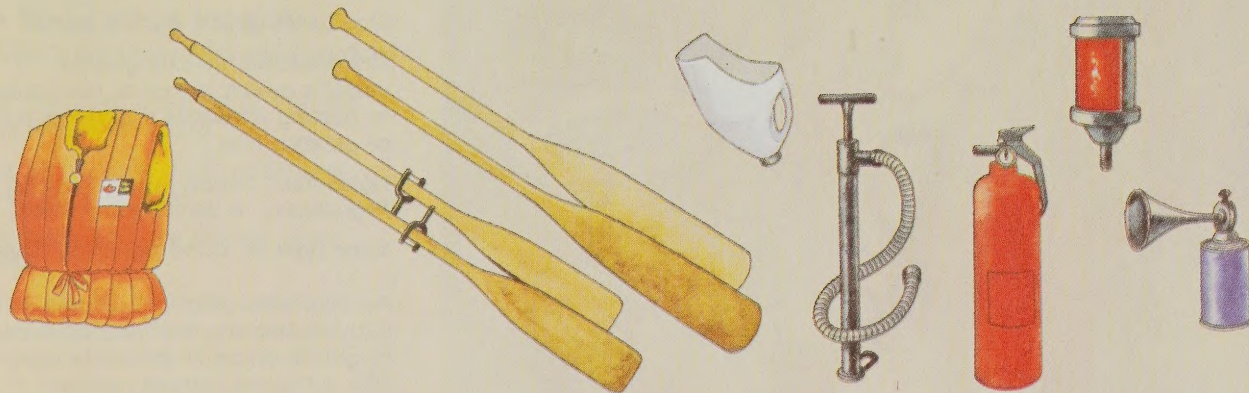
The Safe Boating Guide has been published to help familiarize the operators of pleasure craft with boating regulations, all of which are designed to ensure safety afloat. Although pleasure boating is a recreational activity, certain rules must be observed. One excellent way to improve your knowledge of them is to take a boating course from a recognized organization.

Sailing plans

Sailing plans in card form are included in the centre of this guide. It is an excellent practice to complete a sailing plan and give it to a responsible person who will monitor your trip. If you are late in reaching a certain point, he or she can contact a Rescue Coordination Centre, police force or other rescue agency which will prepare a search plan to clarify the situation.

* "Approved" refers to the fact that minimum standards have been set for certain items of safety equipment, and these items must meet technical requirements in order to be classified "Approved."

Vessels up to 5.5 m in length (Minimum required equipment)



One approved lifejacket, PFD or life-saving cushion for each person on board.

Two oars with rowlocks or two paddles.

One hand-held bailer or one manual pump.

One Class B-I fire extinguisher – if vessel has inboard motor or fixed fuel tank or heating or cooking appliance that burns liquid or gaseous fuel.

Lights must comply with "Collision Regulations" if permanently fitted.

Some type of sound signalling device.

Vessels more than 5.5 m and up to 8 m in length (Minimum required equipment)



One approved lifejacket or PFD for each person on board.

Two oars with rowlocks or two paddles, or one anchor with 15 m (minimum) chain, cable or rope.

One bailer or one manual pump.

One Class B-I fire extinguisher – if vessel is power driven or has cooking or heating appliance that burns liquid or gaseous fuel.

Lights must comply with "Collision Regulations" if permanently fitted.

Some type of sound signalling device.

An approved lifesaving cushion or a buoyant heaving line (recommended length minimum 15 m) or life buoy 508, 610 or 762 mm in diameter.

Six approved distress flares:

- three A, B or C types, and
- three A, B, C or D types

Note: These flares are not required if the vessel is:

- engaged in or preparing for racing competition and has no sleeping accommodation, or
- operating exclusively in a river, canal or lake in which the boat can

never be more than one nautical mile from shore, or

- propelled solely by oars or paddles.

Vessels more than 8 m and up to 12 m in length

(Minimum required equipment)

One approved lifejacket or PFD for each person on board.

One anchor with 15 m (minimum) chain, cable or rope.

One bailer and one manual bilge pump.

One Class B-II fire extinguisher – if vessel is power driven, or has a cooking or heating appliance that burns liquid or gaseous fuel.

Lights must comply with "Collision Regulations."

Sound device must comply with "Collision Regulations."

One approved life buoy 610 or 762 mm in diameter.

Not less than 15 m of buoyant line.

Twelve approved distress flares.

- six A, B or C types, and
- six A, B, C or D types.



Vessels more than 12 m and up to 20 m in length

(Minimum required equipment)

One approved lifejacket or PFD for each person on board.

One anchor with 15 m (minimum) chain, cable or rope.

Efficient bilge pumping system.

Two Class B-II fire extinguishers, one of which is next to the sleeping cabin entrance and the other next to the machinery space entrance.

Additional Class B-II fire extinguisher if vessel is power driven or has a cooking or heating appliance that burns liquid or gaseous fuel.

Manual or power fire pump – water must reach any part of vessel or one class B-II fire extinguisher

Two buckets to extinguish fire.

One fire axe.

Lights must comply with "Collision Regulations."

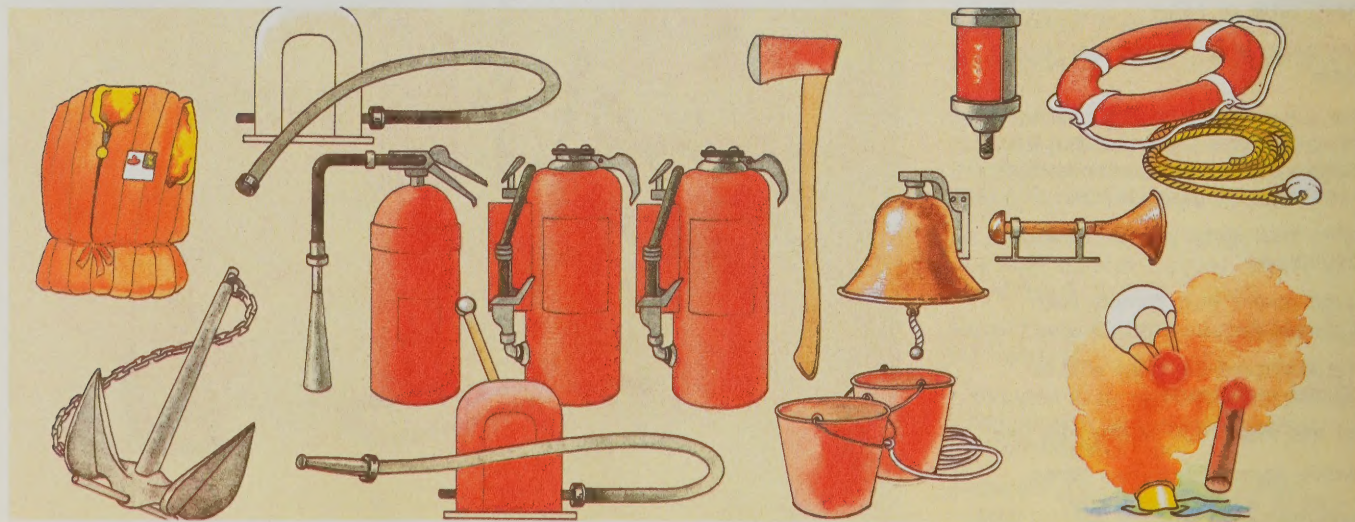
Sound devices must comply with "Collision Regulations."

One approved life buoy 762 mm in diameter or two approved life buoys 610 mm in diameter.

15 m (minimum) of buoyant line.

Twelve approved distress flares:

- six A, B or C types, and
- six A, B, C or D types.



[illegible]

One VHF radio telephone installation.

Special craft

In place of the equipment normally required on pleasure craft, sailboarders require only an approved lifejacket or personal flotation device (PFD) for each person on board.

Sailboarders must bear in mind that a wetsuit is not an approved PFD. Obtain as much information as possible on the area where you intend to pursue your sport. Rapids, currents and commercial shipping channels are all potentially dangerous.



Licensing, registration and markings

All pleasure craft must be licensed if under 20 register tons powered by 7.5 kW (10 HP) or more, operated in Canada.

Pleasure craft exceeding 20 register tons must be registered.

Applications are available from Customs Canada. Licence number is

issued free of charge. Changes of ownership of vessel must be recorded at the Customs House at the port where the vessel is licensed.

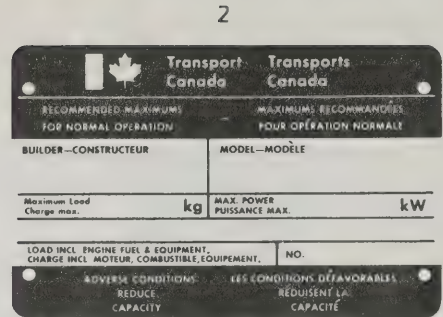
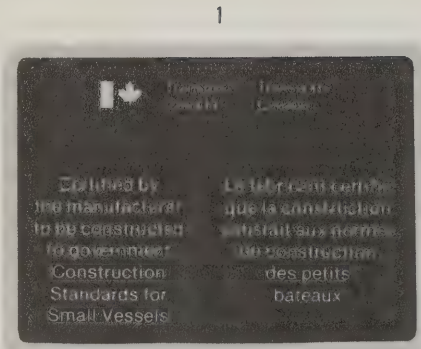
Markings must be in block characters and in contrasting colour: licensed, 7.5 cm; registered, 10.3 cm.



Standards decal and capacity plate

Most pleasure craft manufactured after 1978 must bear this decal (1). It indicates that the vessel meets or exceeds minimum standards.

Every vessel 5 m or under and powered by outboard engines of 7.5 kW (10 HP) or more must carry this plate (2). It shows maximum recommended gross load capacity and engine power.



Recommended capacity

Before starting out, determine the number of persons you can carry safely on your boat.

Overloading is dangerous. The number of persons that can be carried safely depends on the type of boat, distribution of passengers and equipment to be carried. Each operator must know the limitations of his/her vessel.

The Canadian Coast Guard recommends these weight loads, based on the length of your boat.

Length of Boat	Number of Persons (smooth conditions)	Maximum Weight Load
3 m	2	185 kg
3.7 m	3	260 kg
4 m	4	335 kg
5 m	5	440 kg

Note: Maximum weight load includes people, engine, fuel, etc.; in rough water conditions, there should be at least one less person in the boat.

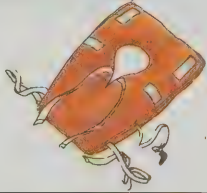


Safety practices

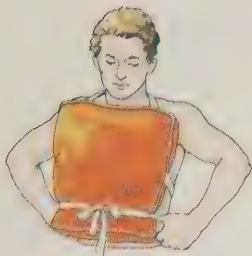
Flotation devices

The law requires all pleasure craft to be equipped with one approved lifejacket or approved personal flotation device (PFD) for each person on board.

You should choose this piece of equipment carefully, bearing in mind the type of activity it is intended for. Choose one that fits you well.

Make sure that it is approved by the Canadian Department of Transport. Flotation devices approved by the U.S. Coast Guard are not recognized on Canadian vessels as part of the required safety equipment.

	Standard lifejacket	Small vessel lifejacket	Personal flotation devices PFDs
			
Styling:	Keyhole	Keyhole or vest type	Vest, coat, coverall type keyhole also available
Reversible?	Yes	Yes	No
Outside colour	Orange, red or yellow	Orange, red or yellow	Orange, red or yellow
Inside colour	Orange, red or yellow	Orange, red or yellow	
Sizing "adults"	Universal over 41 kg (90 lb)	Universal	Chest size and/or weight
"children"	Universal under 41 kg (90 lb)		Weight only, 3 categories
Type of boating activity	Abandon ship emergency use	Abandon ship emergency use in sheltered waters	General boating. For constant wear where risk exists.
Turns unconscious person face up in water?	Yes	Yes, for most people	No Provides flotation only.
Advantages	High buoyancy, turning ability in rough weather. Simple to put on.	Reduced buoyancy and turning ability. Simple to put on.	Comfortable. Wide range of styles/sizes available for recreational boating.
Disadvantages	Bulky and uncomfortable	Bulky and uncomfortable.	No turning ability.



be kept in a dry, well-ventilated, easily accessible place.

Clean with a mild soap or running water. Strong detergents or gasoline should not be used. Do not dry clean.

Notice to parents

Children should be encouraged to wear their lifejacket or PFD at all times. They should learn how to put them on and try them out in the water. Some lifejackets and PFDs are designed specially for children; select the one that best suits your child's size and weight. Because of the way their body weight is distributed, children do not float well in a face up position and tend to panic easily.



Remember that a lifejacket or PFD is no substitute for adult supervision.

Horseshoe-type lifebuoys are not approved by the Canadian Department of Transport.

Approved lifesaving cushions

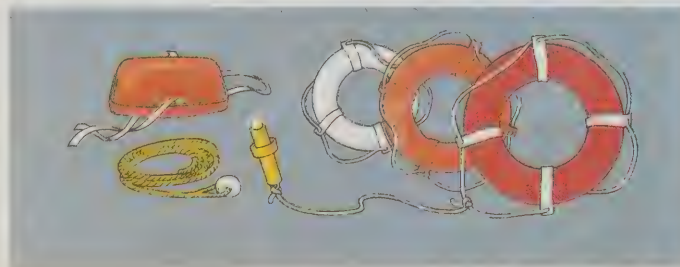
Place the strap over your head and make sure that the cushion is tied tightly to your body. For use on pleasure craft not longer than 5.5 m or as a throwable device on pleasure craft not longer than 8 m.

General upkeep

Take good care of your lifejacket or PFD. It should not be used to kneel on or as a bumper for your boat. Check its buoyancy regularly by wading out until the water is waist deep; bend your knees and see how well you float.

You should allow your flotation device to dry in the open air, not close to a direct heat source. It should

Throwable devices



Fighting fire the right way

Fire extinguishers must be of a type approved by:

- Board of Steamship Inspection (Transport Canada)
- Underwriters Laboratories of Canada
- British Board of Trade for Marine Use
- United States Coast Guard for Marine Use

Regulations governing fire extinguishers refer to designators such as AI, AII, BI, BII, which may not appear on the label. The following equivalency table shows which extinguisher(s) you require for your vessel.

Equivalent fire extinguishers

	Foam	Carbon Dioxide	Dry Gas Chemical	Dry Chemical Multi-purpose	Halon 1211 Portable
Class	L	kg	kg	kg	kg
AI	4.5	—	—	0.90	—
AII	9	—	—	2.25	—
BI	4.5	2.25	0.90	0.90	1.36 or 3.175
BII	9	4.5	2.25	2.25	—

The letters A, B or C which appear on the label, represent the class of fire the extinguisher is designed for:



– combustible solid
(wood, paper, etc.)



– combustible liquid
(gas, oil, etc.)



– electrical

It is important to be familiar with their operation and to place them where they are readily available for use.

Types of fire extinguishers:

Note: The Small Vessel Regulations do not cover the automatic extinguishing systems that may be installed in pleasure craft.

If you have this type of system on your boat, you must still carry the required number of portable extinguishers.

Dry chemical extinguishers tend to “cake,” so shake them periodically. Store them where there is least constant engine vibration.



CO₂ fire extinguishers should be weighed annually and recharged if they contain less than 90% of rated capacity.



The 1211 halon is colourless, odourless gas; should be inspected regularly; not to be stored in accommodation space.

Calling for help — The distress signals

There are four types of approved pyrotechnics (A, B, C, D). It is important to note that **they are valid only four years from date of manufacture as marked on the flares.**

General observations:

- 1) Pyrotechnics are used to make distress signals.
- 2) Read the instructions on the devices regularly.
- 3) Allow a sufficient time period between the firing of each pyrotechnic signal. Your chances of being seen will be much greater.
- 4) If you see a distress signal, you are responsible for determining whether you can assist the persons in distress without running an undue risk. If you can, remember that it is your duty to do so. Where possible, you must also contact the nearest Rescue Coordination Centre and inform them of the type and location of the pyrotechnic signal.

Storage:

- 1) Pyrotechnics should be stored in a cool, dry location and in a watertight container.
- 2) They should be readily accessible in case of an emergency.

Disposal: To dispose of outdated flares

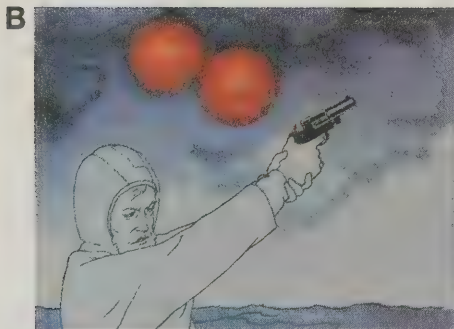
- 1) Seek advice from the nearest law enforcement agency, Canadian Coast Guard office or fire department.
- 2) Ask the retailer to take back expired flares when a new purchase is made.
- 3) Retain the flares, if they are in good condition, as supplements to approved flares.

Type A: Parachute

Easily observed from surface or air, this flare may have a two- or three-second delay after pulling fire pin, and burns for at least 40 seconds.

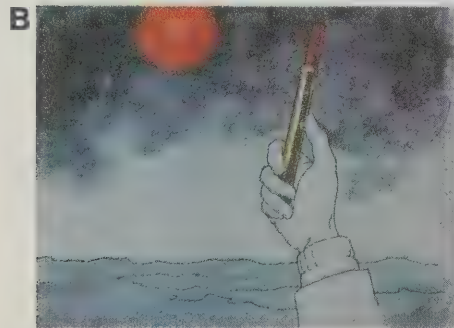
A





Type B: Multi-star

Readily observed from surface or air; burns four to five seconds.



Note: Some type B flares project only one star at a time. When using this

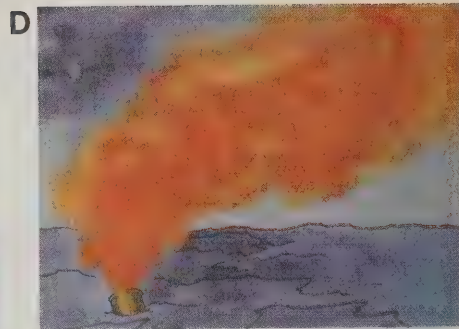
type, you will need twice the number of cartridges in order to comply with the regulations. The stars should be fired in groups of two with a delay between them of not more than 15 seconds.



Type C: Hand held

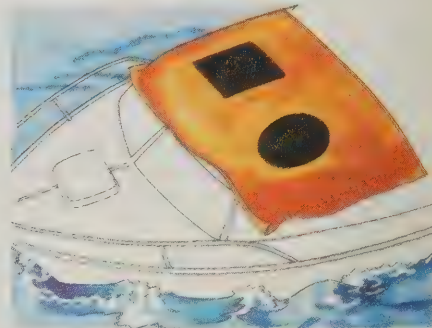
Limited surface visibility, best observed during an air search.

AVOID LOOKING DIRECTLY AT FLARE WHILE BURNING; HOLD WELL CLEAR OF THE BOAT.

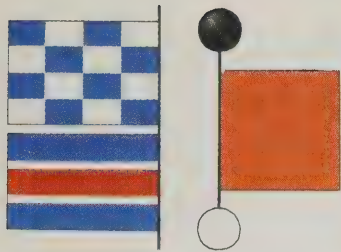


Type D: Buoyant or hand held

USE SMOKE FLARE AS A DAY DISTRESS SIGNAL ONLY; BURNS FOR THREE MINUTES.



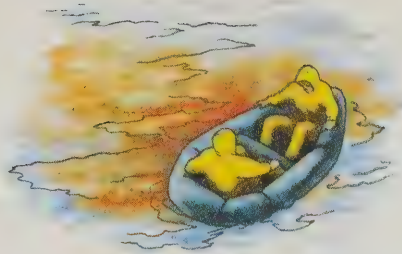
To attract attention: spread on cabin or deck top, or fly from mast.



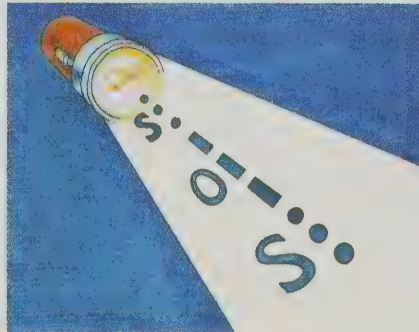
International code flag "N" over "C."
Any type of ball shape over or under
any square flag or cloth.



ARM SIGNAL: Raise and lower out-
stretched arms repeatedly.
**DO NOT USE NEAR DEPARTMENT OF
NATIONAL DEFENCE HELICOPTERS.**
(Different meaning).



Dye Marker



Use sound signals or flashlight to
signal SOS repeatedly.

Marine Radio

156.8 MHz — Ch. 16;
2182 kHz;
CB: Ch. 9 (see note)

In case of grave and imminent danger,
on one of these channels repeat
"MAYDAY" three times, then give
name of vessel and position, and
nature of distress and assistance
requested.

When no grave and imminent danger
exists but assistance of some nature is
required, use the urgency signal. On
one of these channels repeat "PAN
PAN" three times, then give name of
vessel and position, and nature of
urgency and assistance requested.

Complete instructions are contained in
the Communications Canada publica-
tion *A guide for the radiotelephone
operator*.

Note:

*The Canadian Coast Guard does
not monitor Channel 9 CB.*

Propane can be hazardous

Propane and butane can pose higher risks than gasoline. Heavier than air, they flow rapidly into lower parts of the boat. They are extremely difficult to remove.

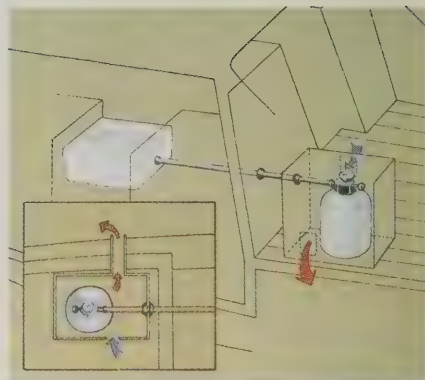
When using any portable cooking or heating appliances ensure that they are fully secured to guard against fire due to any unexpected movement of your vessel.

Make sure there is adequate ventilation when using a gas-burning appliance with a pilot light.

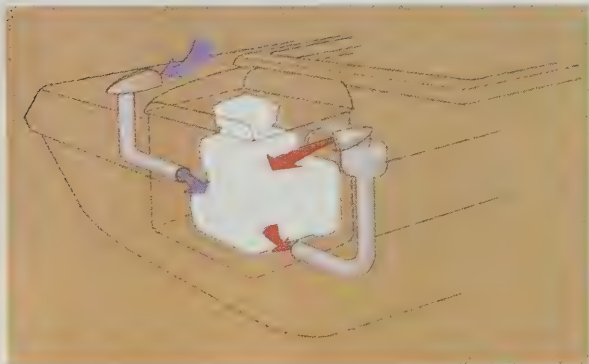
DO NOT PLACE INFLAMMABLE SUBSTANCES NEAR NAKED FLAMES.

It is recommended that equipment installation should meet government standards — **liquefied petroleum gas regulations**.

For more information contact Canadian Gas Association, Don Mills, Ontario, M3B 2R3.



Safe ventilating and refuelling



For proper ventilation you need a duct for exhaust, and a duct for supply.

Exhaust ducts lead from bilges, under the engine or fuel tanks, to the surface.

Supply ducts lead from surface to a level below carburetor intake.

Keep them as far apart as possible to allow good air circulation.

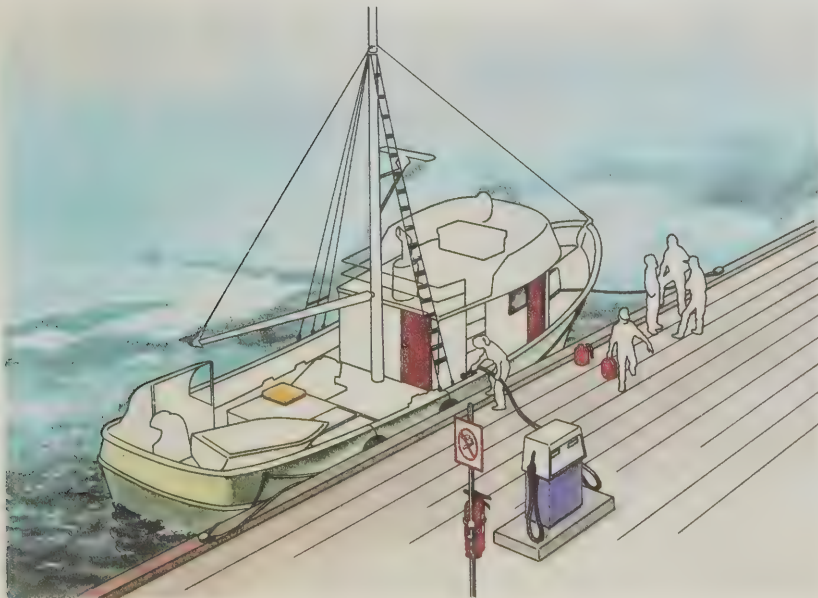
Two ducts are the minimum. Additional ventilation may be needed, depending on the size of your boat.

ALL ENCLOSED SPACES SHOULD BE WELL VENTILATED IF THEY CONTAIN FUEL.

Ducts may be fitted with wind-activated, self-trimming or rotary exhauster heads, in addition to mandatory power-operated exhaust fans.

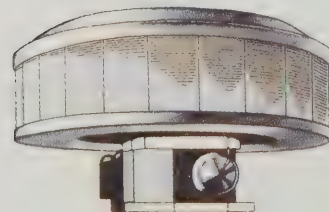
Run the exhaust for at least five minutes before starting the engine.

Gasoline fumes are heavier than air and are highly explosive.



Take these precautions:

1. Moor the boat securely.
2. Shut off engines; make sure all passengers are ashore.
3. Don't smoke and extinguish all open flames; close all windows and hatches.
4. Take portable tanks ashore.
5. Don't use electrical switches.
6. **Ground nozzle against filler pipe;** don't overfill.
7. Wipe up any spillage; turn on blower for at least five minutes.
8. Check for vapour odours.



Flame arrestors are required. Clean them often with soap and water.

Drip pans must be fitted under the carburetor for inboard gasoline engines.

Operating your vessel safely

The *Collision Regulations* require every vessel to maintain a constant lookout. You must also use every available means, such as radar and radio, to determine whether there is a risk of collision.

Under normal circumstances, power-driven vessels must keep clear of sailboats, rowboats and canoes.

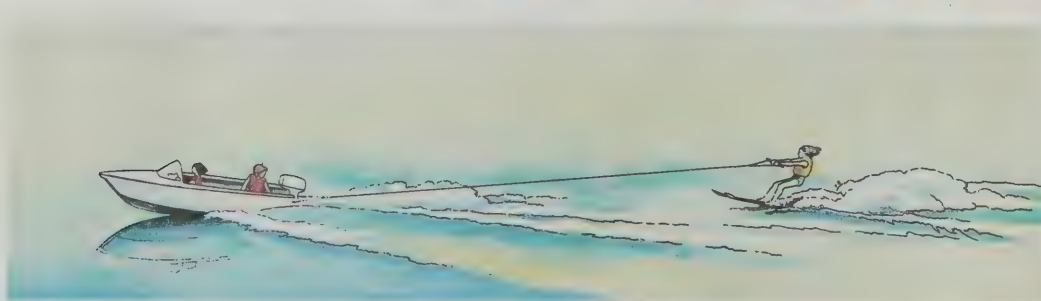
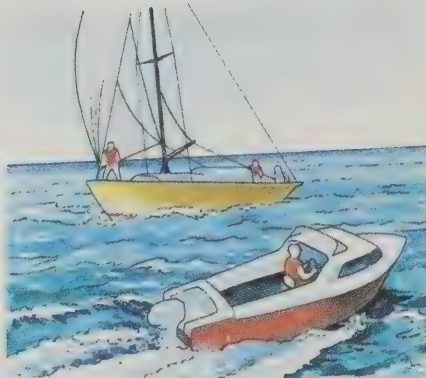
Copies of the *Collision Regulations* may be obtained for \$2.75 each from authorized booksellers or from the Government of Canada Publishing Centre. The address is on the last page of this guide.

If you operate a boat, an air cushion vehicle, waterskis, surfboard or any towed object in a dangerous manner,

you are guilty of a criminal offence and liable to imprisonment or a fine.

Under the Criminal Code of Canada, this offence includes

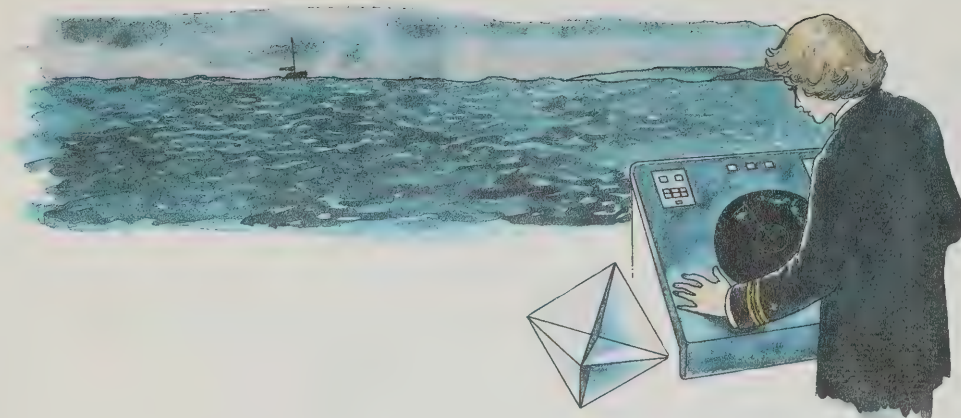
- 1) operating a vessel when impaired,
- 2) towing a person on skis after dark,
- 3) towing a person on skis without another person keeping watch, and
- 4) failing to stop at the scene of an accident.



WARNING:

In a narrow channel, a power-driven vessel less than 20 m long or a sailing vessel must not hamper the safe passage of a vessel that can navigate only inside such a channel.

Radar reflector



For craft under 20 m in length and all non-metal craft

Locate reflectors above all superstructures, at least 4 m above the water (if possible).

Properly positioned, its reflection will increase the range and probability of detection (contact) on radar screens.

Note: A radar reflector need not be carried where it is not essential for the safety of the vessel or is impracticable to fit.

Operating regulations

Port Starboard



Stern

Port: If a power-driven vessel approaches within this sector, maintain your course and speed with caution.

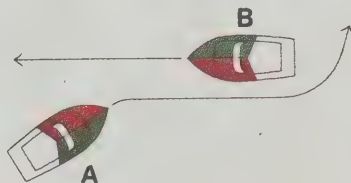
Starboard: If any vessel approaches within this sector, keep out of its way. (Note: This rule may not always apply if one or both vessels are sailboats.)

Stern: If any vessel approaches this sector, maintain your course and speed with caution.



A blows one blast and alters course to starboard.

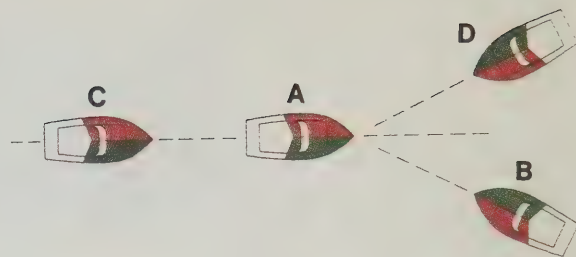
B blows one blast and alters course to starboard.



A keeps clear of and must avoid crossing ahead of B.

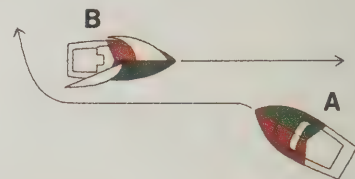


Any vessel overtaking another must keep clear.



A keeps clear of B
B keeps clear of D

C keeps clear of A and B
D keeps clear of A and C



A power-driven vessel keeps clear of a sailing vessel.

Sailing vessel

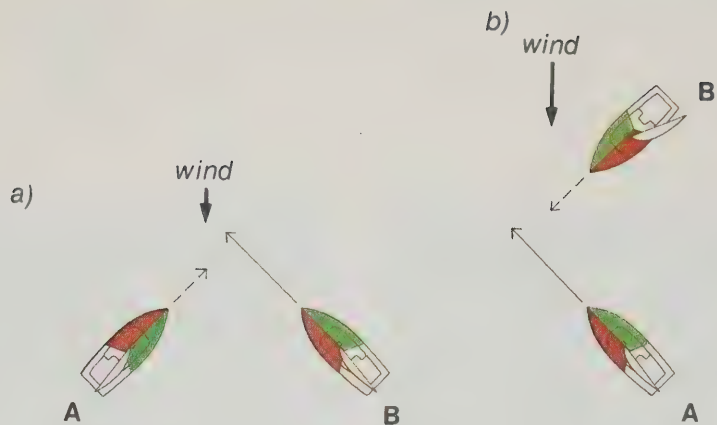
- a) When each sailing vessel has the wind on a different side, the vessel which has the wind on the port side shall keep out of the way of the other.

A keeps clear of B

- b) When both sailing vessels have the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.

B keeps clear of A

- c) If a sailing vessel with the wind on the port side sees a sailing vessel to windward and cannot determine with certainty whether the other sailing vessel has the wind on the port or the starboard side, she shall keep out of the way of the other.



Note: The windward side shall be deemed to be the side opposite to that on which the mainsail is carried or, in the case of a square-rigged vessel, the side opposite to that on which the largest fore-and-aft sail is carried.

Navigation lights for small vessels (collision regulations)

Navigation lights must be displayed from sunset to sunrise and in restricted visibility.

Motor boats less than 20 m long, when under way:

Motor boats less than 12 m long, when under way, have a third option:

Option 1



Option 2





Option 3





SAILING PLAN

VESSEL NAME AND NUMBER		<input type="checkbox"/> SAIL <input type="checkbox"/> POWER	
NAME AND ADDRESS		TELEPHONE	
VESSEL SIZE AND TYPE			
COLOUR 		DECK	
		CABIN	
TYPE OF ENGINE(S)		OTHER DISTINGUISHING FEATURES	
RADIOS AND CHANNELS MONITORED 		VHF CHANNEL	CB CHANNEL
LIFE RAFTS	SKIFF, DORY OR SMALL BOAT (COLOUR)		
OTHER SAFETY EQUIPMENT			
FLARES (NUMBER)	LIFEJACKETS (NUMBER)	OTHER	
WHERE TO CALL FOR SEARCH AND RESCUE			
CALL COLLECT BY DIALING "0" + THE AREA CODE + THE NUMBER			
EAST	CENTRAL	WEST	
R.C.C. HALIFAX 902-427-8200 1-800-565-1582	R.C.C. TRENTON 613-392-2811 LOCAL 3870 or 3875 or 1-800-267-7270	R.C.C. VICTORIA IN VANCOUVER 604-666-4301/4302	
M.R.S.C. ST. JOHN'S 709-772-5151 OTHER AREAS 1-800-563-2444	M.R.S.C. QUEBEC CITY 418-648-3599 1-800-463-4393 (FOR 1-800 PLEASE DIAL DIRECTLY)	IN VICTORIA 604-380-2333 OTHER AREAS 1-800-742-1313 R.C.C. EDMONTON 403-973-8402	
POLICE			
OTHER			

LIST DETAILS FOR EACH TRIP ON REVERSE SIDE

TRIP NO. 1

DATE	TIME	NO. ON BOARD
LEAVING FROM		GOING TO
PROPOSED ROUTE AND TIME OF ARRIVAL		
RETURNING ON-DATE		
CALL SEARCH AND RESCUE AT ▶		TIME DATE

TRIP NO. 2

DATE	TIME	NO. ON BOARD
LEAVING FROM		GOING TO
PROPOSED ROUTE AND TIME OF ARRIVAL		
RETURNING ON-DATE		
CALL SEARCH AND RESCUE AT ▶		TIME DATE

TRIP NO. 3

DATE	TIME	NO. ON BOARD
LEAVING FROM		GOING TO
PROPOSED ROUTE AND TIME OF ARRIVAL		
RETURNING ON-DATE		
CALL SEARCH AND RESCUE AT ▶		TIME DATE

TRIP NO. 4


DATE	TIME	NO. ON BOARD
LEAVING FROM		GOING TO
PROPOSED ROUTE AND TIME OF ARRIVAL		
RETURNING ON-DATE		
CALL SEARCH AND RESCUE AT ▶		TIME DATE

TRIP NO. 5

DATE	TIME	NO. ON BOARD
LEAVING FROM		GOING TO
PROPOSED ROUTE AND TIME OF ARRIVAL		
RETURNING ON-DATE		
CALL SEARCH AND RESCUE AT ▶		TIME DATE

NOTIFY THE PERSON HOLDING THIS SAILING PLAN OF ANY CHANGES
ESPECIALLY LATE ARRIVAL PLANS

SAILING PLAN

VESSEL NAME AND NUMBER				<input type="checkbox"/> SAIL	<input type="checkbox"/> POWER
NAME AND ADDRESS				TELEPHONE	
VESSEL SIZE AND TYPE					
COLOUR 		HULL		DECK	
TYPE OF ENGINE(S)		OTHER DISTINGUISHING FEATURES			
RADIOS AND CHANNELS MONITORED		HF CHANNEL	VHF CHANNEL	CB CHANNEL	
LIFE RAFTS	SKIFF OR SMALL BOAT	(COLOUR)			
OTHER SAFETY EQUIPMENT					
FLARES (NUMBER)		LIFEJACKETS (NUMBER)		OTHER	

WHERE TO CALL FOR SEARCH AND RESCUE

CALL COLLECT BY DIALING "0" + THE AREA CODE + THE NUMBER

EAST R.C.C. HALIFAX 902-427-8200 1-800-565-1582	CENTRAL R.C.C. TRENTON 613-392-2811 LOCAL 3870 or 3875 or 1-800-267-7270	WEST R.C.C. VICTORIA IN VANCOUVER 604-666-4301/4302
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M.R.S.C. ST. JOHN'S 709-772-5151 OTHER AREAS 1-800-563-2444	M.R.S.C. QUEBEC CITY 418-648-3599 1-800-463-4393 (FOR 1-800 PLEASE DIAL DIRECTLY)	IN VICTORIA 604-380-2333 OTHER AREAS 1-800-742-1313 R.C.C. EDMONTON 403-973-8402
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LIST DETAILS FOR EACH TRIP ON REVERSE SIDE

POLICE

OTHER

TRIP NO. 1

DATE	TIME	NO. ON BOARD
LEAVING FROM		GOING TO
PROPOSED ROUTE AND TIME OF ARRIVAL		
RETURNING ON-DATE		ROUTE AND TIME OF ARRIVAL
CALL SEARCH AND RESCUE AT ►		DATE

TRIP NO. 2

DATE	TIME	NO. ON BOARD
LEAVING FROM		GOING TO
PROPOSED ROUTE AND TIME OF ARRIVAL		
RETURNING ON-DATE		ROUTE AND TIME OF ARRIVAL
CALL SEARCH AND RESCUE AT ►		DATE

TRIP NO. 3

DATE	TIME	NO. ON BOARD
LEAVING FROM		GOING TO
PROPOSED ROUTE AND TIME OF ARRIVAL		
RETURNING ON-DATE		ROUTE AND TIME OF ARRIVAL
CALL SEARCH AND RESCUE AT ►		DATE

TRIP NO. 4

DATE	TIME	NO. ON BOARD
LEAVING FROM		GOING TO
PROPOSED ROUTE AND TIME OF ARRIVAL		
RETURNING ON-DATE		ROUTE AND TIME OF ARRIVAL
CALL SEARCH AND RESCUE AT ►		DATE

TRIP NO. 5

DATE	TIME	NO. ON BOARD
LEAVING FROM		GOING TO
PROPOSED ROUTE AND TIME OF ARRIVAL		
RETURNING ON-DATE		ROUTE AND TIME OF ARRIVAL
CALL SEARCH AND RESCUE AT ►		DATE

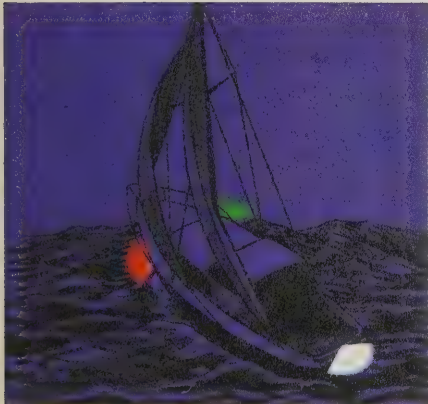
**NOTIFY THE PERSON HOLDING THIS SAILING PLAN OF ANY CHANGES
ESPECIALLY LATE ARRIVAL PLANS**

Sailing vessels when under way:
(See Note and the Canadian modification on page 25).

Note: These two lights shall not be exhibited in conjunction with the combined red, green and white lantern (Option 3).

Sailing vessels less than 20 m long, have a third option – a combined red, green and white lantern (side-lights and sternlight):

Option 1



Option 2



Option 3



Sailing vessels less than 7 m long, when under way, have a fourth option:

A vessel under oars, when under way, exhibits:

Option 4



Option 1



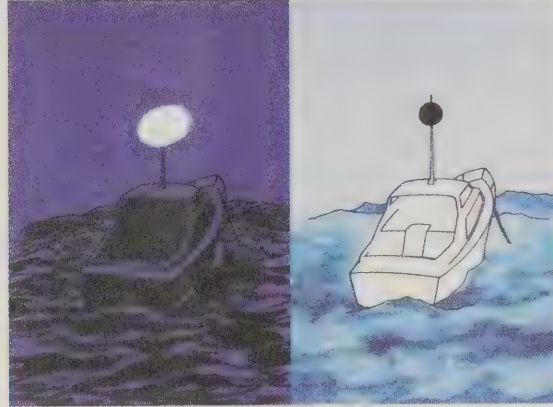
Option 2



NOTE:

Sailing vessels proceeding under sail and also being propelled by machinery exhibit a cone shape (apex downward), by day. At night, exhibit the lights required by a power-driven vessel of similar length.

Vessels less than 50 m long, when anchored exhibit:

**Canadian modification**

In Canadian roadsteads, harbours, rivers, lakes and inland waters, a sailing vessel less than 12 m long under sail and also propelled by machinery is not required to exhibit the cone shape, but may do so.

A vessel less than 7 m in length, when at anchor, not in or near a narrow channel, fairway or anchorage, or where other vessels normally navigate, shall not be required to exhibit the lights or shape prescribed.

Nautical charts

The Charts and Publications Regulations require every type of vessel used in navigation and not propelled by oars to carry, maintain and use appropriate charts, tide tables, lists of lights and other nautical publications. Pleasure craft under 100 gross tons need not carry them if the operator has a full knowledge of the area.

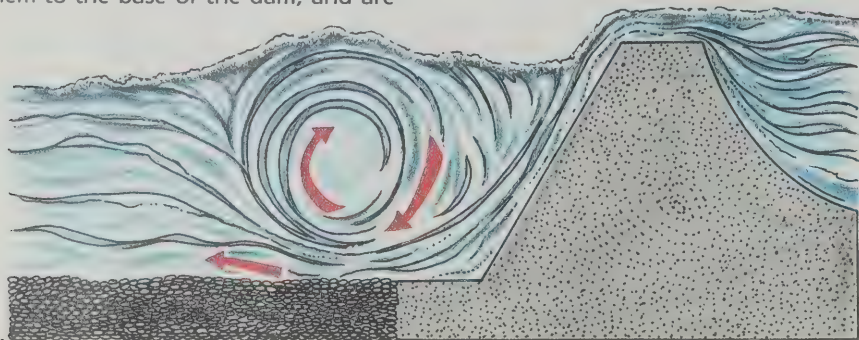
Low-head dams

Illustrated is the hydraulic backwash current action characteristic of low-head dams. Boaters and anglers often get too close to the downstream side of the dam, become drawn or sucked into the backwash current that takes them to the base of the dam, and are

Nautical charts may be obtained from the organizations listed at the end of this guide.

Local knowledge, updated charts and publications are essential for a safer and more enjoyable outing.

then forced under water. Victims are then pushed away from the dam under water. After surfacing, the victim is drawn back in toward the base of the dam, starting the cycle over again.



Overhead power lines

Overhead power lines across waterways and near launching ramps are hazardous. Make sure there is adequate clearance for the vessel's mast or antenna before sailing or launching your vessel under overhead power lines.

Note: An electrical shock can occur without actually making contact with the wires. If the mast or antenna is too close to the wire and the voltage is high enough, electricity can use the air as a conductor and create an electric arc.



The Canadian buoyage system

Details of the system are available free of charge from all Coast Guard offices, chart distributors (see back of booklet), or from Transport Canada Public Affairs, Ottawa, Ontario K1A 0N5.

Lateral buoys

Port (green can)
Keep this buoy on your port (left) side when proceeding in the upstream direction.

Bifurcation (red & green bands). You may pass this buoy on either side when proceeding in the upstream direction, but the main or preferred channel is indicated by the colour of the topmost band. For example: keep this buoy on your starboard (right) side.

Port (green pillar)
Keep this buoy on your port (left) side when proceeding in the upstream direction.

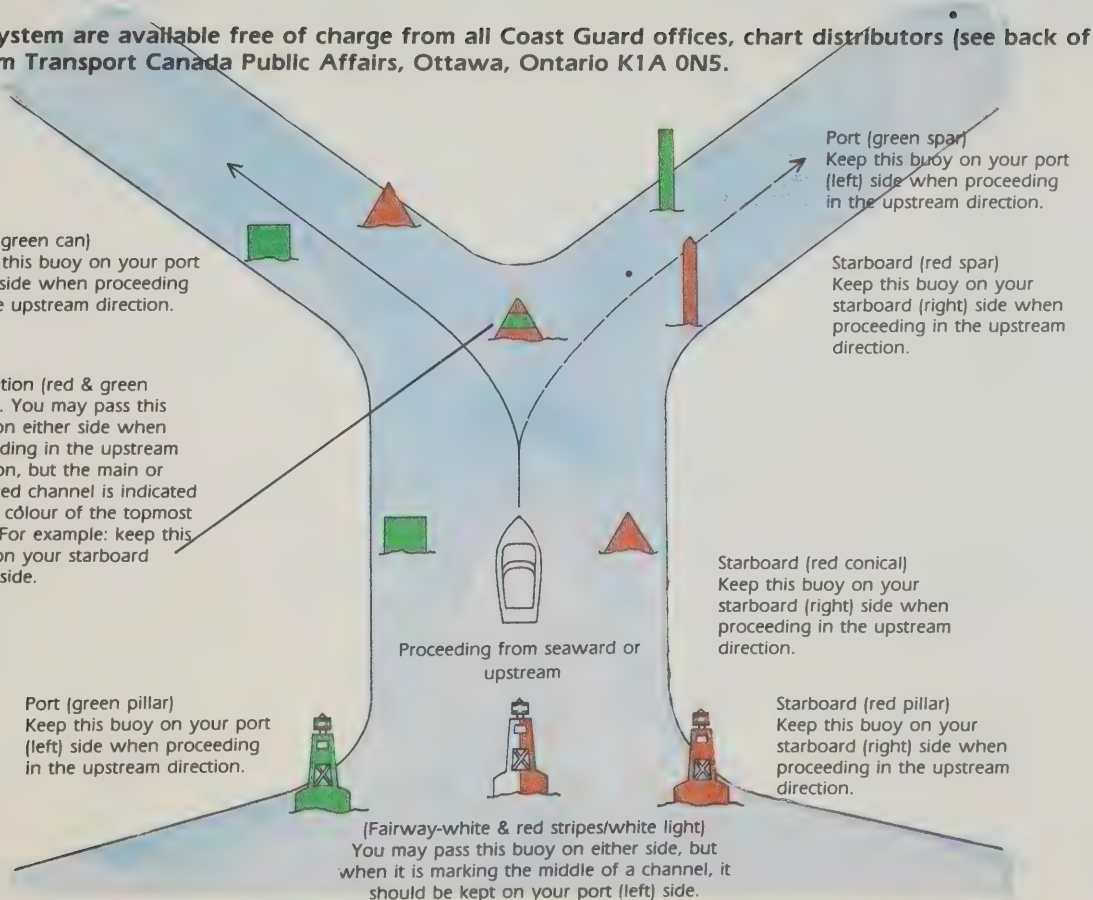
Port (green spar)
Keep this buoy on your port (left) side when proceeding in the upstream direction.

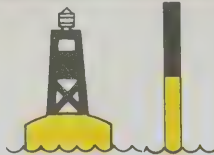



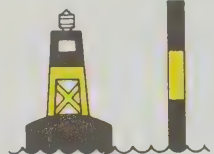

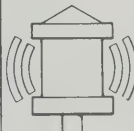


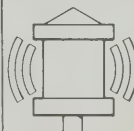
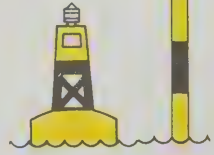

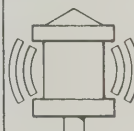
Starboard (red spar)
Keep this buoy on your starboard (right) side when proceeding in the upstream direction.

Starboard (red conical)
Keep this buoy on your starboard (right) side when proceeding in the upstream direction.

Starboard (red pillar)
Keep this buoy on your starboard (right) side when proceeding in the upstream direction.

(Fairway-white & red stripes/white light)
You may pass this buoy on either side, but when it is marking the middle of a channel, it should be kept on your port (left) side.



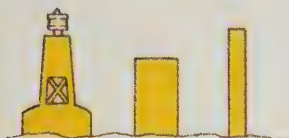
Cardinal buoys	Buoy shape and colour	Topmark A	Light colour	Buoy placement	User's guide B
North	 PILLAR SPAR	 2 BLACK CONES POINTS UPWARD	 WHITE	<p>Cardinal Buoys</p> <p>Cardinal buoys indicate the location of the safest and deepest water by reference to the cardinal points of the compass. There are four cardinal buoys: North, East, South and West. (e.g. a north cardinal buoy is located so that safe water exists to the north of it.)</p> <p>Important</p> <p>A. Not all buoys are fitted with lights and topmarks.</p> <p>B. It is essential that this buoyage system be used in conjunction with the nautical charts.</p>	<p>Keep to the named side of all cardinal buoys (i.e. keep to the north of north cardinal buoys, keep to the east of east cardinal buoys, etc.) and the buoy will be between you and the danger. Consult your chart for details of the danger.</p> <p>Memory aids</p> <p>(a) The points of the topmark cones point toward the black parts of the buoy</p> <p>(b) The cones on the north cardinal point north and those on the south cardinal point south.</p> <p>(c) The number of short light flashes in each group on the east, south and west cardinals is the same as the hour at the corresponding point on a clock face (e.g. the 3 flashes for the east cardinal corresponds to 3 o'clock)</p> <p>Clock Face</p> <div style="text-align: center;">  EAST SOUTH WEST </div>
East	 PILLAR SPAR	 2 BLACK CONES BASE TO BASE	 WHITE		
South	 PILLAR SPAR	 2 BLACK CONES POINTS DOWNWARD	 WHITE		
West	 PILLAR SPAR	 2 BLACK CONES POINT TO POINT	 WHITE		

Special purpose buoys



Anchorage

Used to mark the perimeter of designated anchorage areas; consult your chart for water depths.



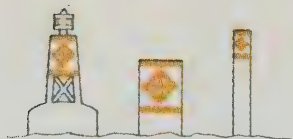
Cautionary

Used to mark dangers such as firing ranges, underwater pipelines, race courses, seaplane bases and areas where no through channel exists; consult your chart for details of dangers being marked.



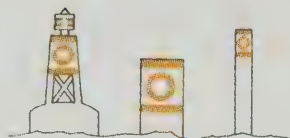
Mooring

Used for mooring or securing vessels; be aware that a vessel may be secured to such a buoy.



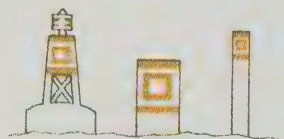
Keep out

Used to mark areas in which boats are prohibited.



Control

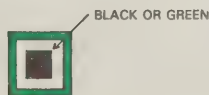
Used to indicate speed limits, wash restrictions, etc.; obey the restriction illustrated within the orange circle.



Information

Used to display information such as locality, name, marina, campsite, etc.; be guided by information illustrated within the orange square.

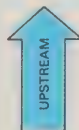
STANDARD DAYBEACONS



PORT HAND



JUNCTION
(Preferred channel to right)

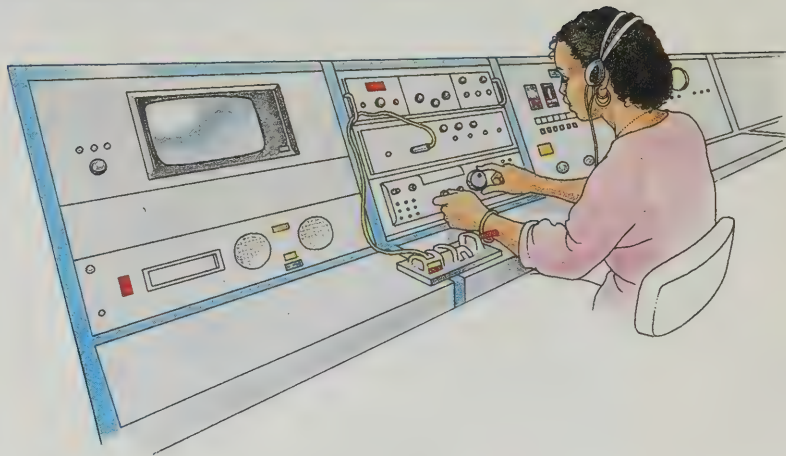


JUNCTION
(Preferred channel to left)



STARBOARD HAND

Communications and weather information



Marine radio

The Canadian Coast Guard provides 24-hour service on channel 16 (156.8 MHz), and on 2182 kHz. They are to be used as distress and calling frequencies only.

The CCG recommends that radio operators contact the Vessel Traffic Services (VTS) Stations directly on the local area VHF working frequencies rather than making the initial call on ch. 16.

Complete information on the radiotelephone services provided by the Canadian Coast Guard is contained in *Radio Aids to Marine Navigation*, Supply and Services Canada. (See addresses in back of booklet.)

Procedures for two-way radiotelephone use, including the differences between distress, urgency and safety messages, also can be obtained from Supply and Services Canada.

Canadian *Notices to Mariners*, published weekly, contain important information and amendments to marine charts and publications. These notices may be obtained free on request from:

Canadian Coast Guard
Vessel Traffic Services
344 Slater St. W.

Canada Building
6th Floor
Ottawa, Ontario K1A 0N7

Licence and Restricted Certificate

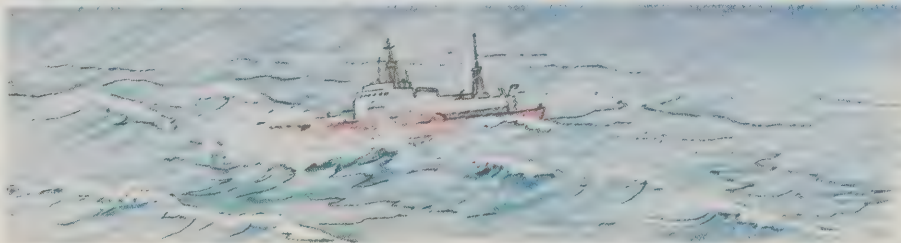
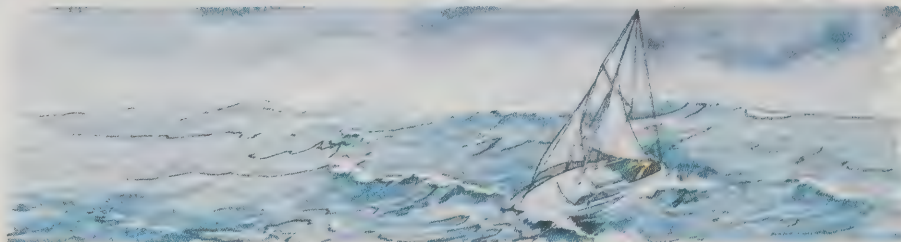
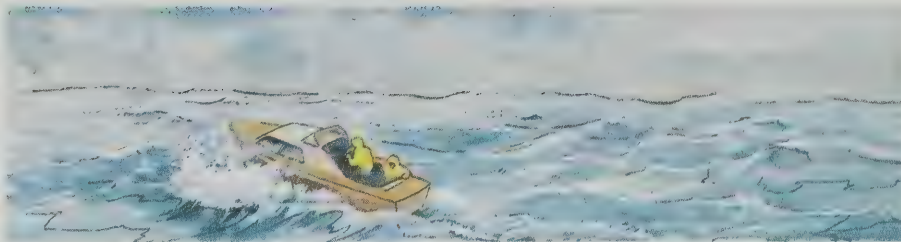
All vessels equipped with a VHF radio must have a licence issued by the Department of Communications. The licence or a copy of it must be placed in full view near the radio installation. VHF radio operators are required to have a restricted radiotelephone operator's certificate. Please contact your local Department of Communications office for further information.

Weather information

Weather forecasts may be obtained from various sources.

- Channels 21B and 83B on the Atlantic Coast and Great Lakes
- Channels 21B and 39 (WX1) on the Pacific Coast
- Weatheradio Canada (Environment Canada) includes: VHF broadcasts in Vancouver, Toronto, Montreal, and Halifax
- Regular AM and FM radio weather forecasts
- The Marine Weather Services Bulletin may be obtained by writing to the nearest Environment Canada Office. (See addresses in back of booklet.)

***Note:** A receiver for continuous marine weather forecasts is available on the market and distributed through marine supply outlets.*



Weather warnings

Small craft warnings are included in marine forecasts and near-shore forecasts if winds are expected to exceed 20 knots.

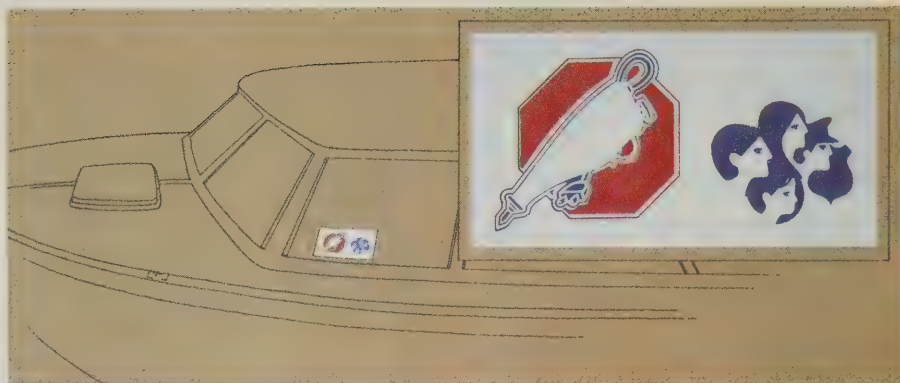
Gale warnings are included if winds are expected to exceed 34 knots but remain less than 48 knots.

Storm warnings are included if winds are expected to exceed 47 knots

Marine security

Institute a Marine Watch in your area.

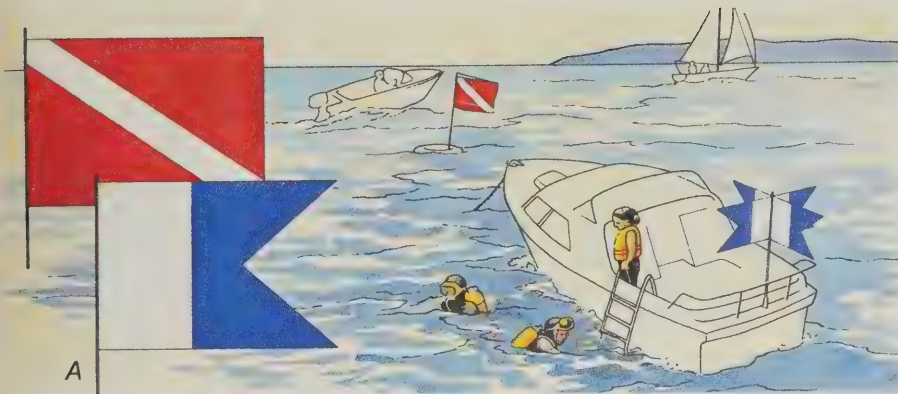
This program provides your boat and its contents with the same protection that Neighbourhood Watch does for your home. The emphasis is on prevention and by marking all items, recording serial numbers and practising some simple common sense precautions, theft and vandalism can be reduced.



What you can do now

- Secure your outboard motor to the boat with a case-hardened steel chain padlock and hardened steel chain.
- Also, use a locking bar designed to conceal the motor mounting screws which secure the motor to the transom.
- If you store your boat at a mooring, secure it with a lock and chain made with case-hardened steel in addition to your mooring line.
- Avoid leaving loose gear on board when the vessel is left unattended. Loose gear should be secured in locked compartments.
- Photograph your vessel and gear to aid in fast and easy identification by police.

Diving



Air cushion vehicles (ACVs)

- An ACV is most controllable and creates minimum wash when moving at high speed. Do not be alarmed at high speed operation.
- When operating, an ACV has no draught. Do not try to follow an ACV and do not be alarmed if you see one heading for shore or shallow water at high speed.
- ACVs may be identified by an all-round flashing amber light.

Mariners and others should exercise particular vigilance and care when navigating in waters where diving signals are exhibited.

The Code Flag "A" of the International Code of Signals indicating "I have a diver down: keep well clear at slow speed." is required by the Collision Regulations to be shown on vessels engaged in diving operations. Such vessels are restricted in their ability to manoeuvre.

The red and white flag carried on a buoy is required by the "Private Buoy Regulations" and is used to mark areas where skin diving is in progress. Again, stay well clear at slow speed.

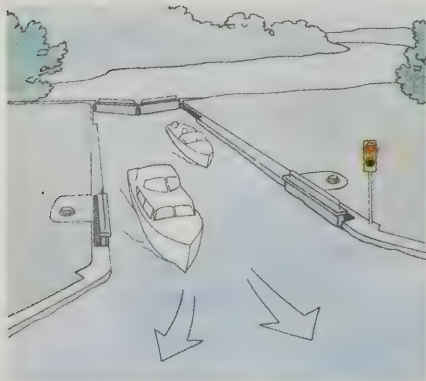


Entering and exiting locks

Vessels waiting to enter a lock must not obstruct the path of exiting vessels.

A green light indicates the lock is ready for operation and vessels may proceed into the lock.

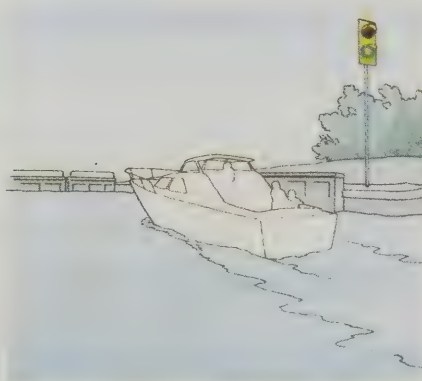
A red light indicates the lock is *not* ready for operation and vessels may *not* proceed past the limit of approach.



A flashing red light indicates the lock is being prepared for operation, and vessels may *not* proceed past the limit of approach.

Upon entering the lock chamber, vessels must be tied to the mooring cables on the walls of the lock.

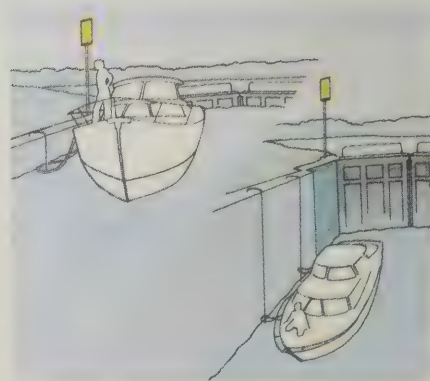
Tie lines loosely to permit movement; if tied too tightly, lines may become taut and cause the vessel to capsize.



Any boater with problems entering or exiting the lock should request assistance from the lock operator.

Note: The St. Lawrence Seaway Authority published a **Pleasure Craft Guide** for users of its locks. To obtain a copy, write to the Authority at the address given on page 42.

Users of the Parks Canada locks may obtain the publication *The Heritage Canals: Navigation Data* at the address given on the same page.



Hypothermia

Hypothermia is a drop in body temperature below the normal level. It places the body in a state of shock, which in turn depresses normal body functions.

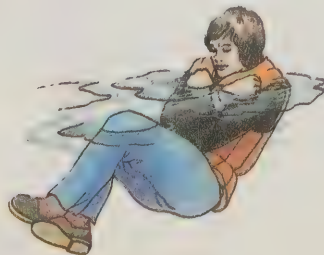


● Main Heat Loss Areas

How long can a person survive in cold water?

According to data from experiments conducted at sea with average size men and women who remained immobile in the water, wearing light clothing and a regular lifejacket, a person can be expected to survive for between 2½ and 3 hours in 10°C (50°F) water. This can vary, depending on what other factors are involved.

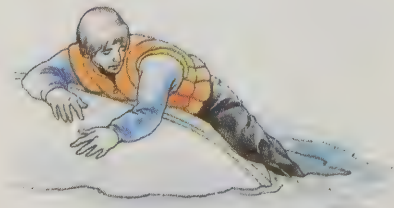
Some positions that can help you to survive longer:



● Single person wearing a flotation device: fetal position.



● Two or more persons: huddle.



● Try to climb onto any nearby floating object.

Boating and alcohol

Whether you are on the road or on the water, the same rules apply regarding the consumption of alcohol.

When you are on the water, a number of factors such as fatigue, sun, vibration and dizziness can affect your reaction time. If alcohol is combined with these, you will jeopardize your own life and the lives of others. People who are under the influence of alcohol become falsely confident of their ability to steer and manoeuvre the craft, as numerous tragic experiences have proven.

The Canadian Coast Guard strongly recommends that pleasure craft owners read the Transport Canada publication *Smashed*. Although its subject is drinking and driving, boat owners will benefit greatly from it. To obtain a copy, write to:

Public Affairs
Transport Canada
Place de Ville
Tower C, 21st Floor
Ottawa, Ontario
K1A 0N5



Common sense things to do and not to do

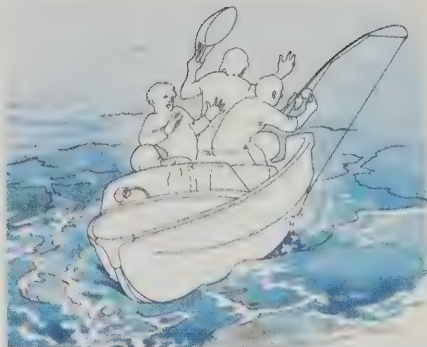
DO

- Wear a lifejacket or PFD approved by Transport Canada.
- Head for the nearest safe anchorage or landing when a storm threatens. Avoid the temptation to buck it.
- Slow down when passing rowboats and canoes, especially in narrow waters.
- Slow down in bad weather and when making sharp turns.
- Give your float plan to a responsible person.
- Assist any boat in distress. Watch for distress signals. If in doubt about a signal you have seen, investigate.
- Slow down when passing an area where divers may be working.
- Keep the bilges clean and free of oil, gasoline and rags. Vent any enclosed areas into the open air.
- Check the battery and its ventilation.
- Before starting an outboard motor, make sure it is set in neutral and in the straight-ahead position. A motor started in gear can cause a small boat to turn suddenly and capsize.
- Keep some spare clothing in a watertight plastic bag, plus a flashlight, whistle, knife, adequate first aid kit and emergency rations.
- Have on board the safety equipment required.
- Carry an anchor and a sufficient length of cable, rope or chain (at least five times the average anchorage depth). Be sure that the inboard end of the line is fastened securely.
- (For children) Always wear a PFD near water.

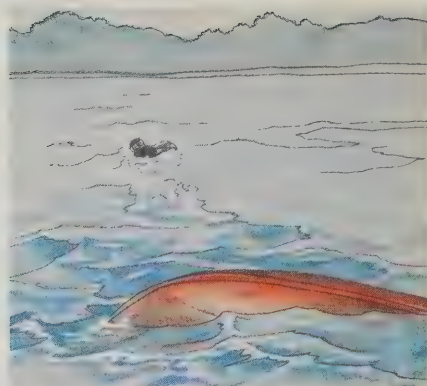


DON'T

- Stand up or change seats in a small boat, particularly when it is fully loaded. If it is necessary to move, crouch low, keep your weight on the centre line and hold onto both gunwales.
- Stand up when starting an out-board motor.
- Mix liquor and boating.
- Sound your horn or use the spotlight unnecessarily.
- Wait until the last minute to signify your intention of obeying the collision regulations.



- Be a show-off.
- Buzz bathing beaches. Swimmers are hard to see in the water.
- Carry outdated charts and publications in your boat.
- Overload your boat.
- Anchor close to other boats.
- Cruise at high speed in or near an anchorage.



Search and Rescue

Search and rescue operations in Canada are jointly coordinated by the Department of National Defence and the Canadian Coast Guard (Transport Canada). The Departments of Fisheries and Oceans, Indian Affairs and Northern Development, Energy, Mines and Resources, the RCMP, Ontario Provincial Police, and Sûreté du Québec also assist in some circumstances.

The Department of National Defence, assisted by the Coast Guard, maintains 24-hour Rescue Coordination Centres at Halifax, Trenton, and Victoria. The Coast Guard also operates Marine Rescue Sub-Centres at St. John's and Quebec. The volunteer Canadian Marine Rescue Auxiliary is coordinated by the Coast Guard throughout Canadian coastal waters, the Great Lakes and the St. Lawrence River.

More information on Search and Rescue, Courtesy Examinations and the Canadian Marine Rescue Auxiliary may be obtained from:

Canadian Coast Guard
Regional Manager,
Search and Rescue,
P.O. Box 1300,
St. John's, Nfld.
A1C 6H8
(709) 772-4074

Canadian Coast Guard,
Regional Manager,
Search and Rescue,
P.O. Box 1013
Dartmouth, N.S.
B2Y 4K2
(902) 426-7978

Canadian Coast Guard,
Regional Manager,
Search and Rescue,
Toronto Star Building,
20th Floor, One Yonge St.,
Toronto, Ontario
M5E 1E5
(416) 831-2300 or 973-9849

Canadian Coast Guard,
Regional Manager,
Search and Rescue,
1661 Whyte Ave.,
Vancouver, B.C.
V6J 1A9
(604) 666-0146

Canadian Marine Rescue Auxiliary (CMRA)

This volunteer organization of interested individuals is actively supported by the Coast Guard. It provides support in SAR operations. The CMRA is also involved in SAR prevention and marine safety education.

Strictly a volunteer organization the members receive compensation only for operating expenses (fuel) when on authorized Search and Rescue duties. Members fly this pennant.



Canadian Coast Guard,
Regional Manager,
Search and Rescue,
104 Dalhousie
Quebec, Quebec
G1K 4B8

(418) 648-4690 (Quebec area)
1-800-463-6868 (Other areas)

Note: The Canadian Coast Guard has produced safe boating films for public viewing. These films are available at National Film Board offices or from the Canadian Coast Guard at the above addresses.

Falling overboard

When someone falls overboard, immediately:

- sound alarm — stop engines — throw a buoyant object to assist the person and to mark the spot
- detail one person to keep sight of the person in the water
- carefully manoeuvre to effect recovery
- be careful in retrieval; many would-be rescuers have been pulled into the water by the person in distress

In reduced visibility or if it is not possible to keep the person in sight, use the Williamson Turn:

- Immediately put the rudder hard over to the side from which the person fell. Maintain engine speed until approximately 60° from original heading, then ease the rudder and put hard over to the opposite direction to bring the vessel around to the reciprocal of the original course. Stop engines and the vessel should drift down to the person's position dead ahead.

Note:

The effectiveness of this manoeuvre will vary with each vessel and with weather/sea conditions. Practice it — it may save a life.



Information sources

Where to call for Search and Rescue

EAST:

Halifax

Phone: (902) 427-2102
or 1-800-565-1582

St. John's

Phone: (709) 772-5151

Other areas

Phone: 1-800-563-2444

CENTRAL

Trenton

Phone: (613) 392-2811
Local 3870 or 3875
or 1-800-267-7270

Quebec

Phone: (418) 648-3599
or 1-800-463-4393

WEST

Vancouver

Phone: (604) 666-8087

Victoria

Phone: (604) 380-2333

Other areas

Phone: 1-800-742-1313

Edmonton

Phone: (403) 973-8402

Environment Canada Marine Weather Forecast Services

Chief, Weather Services
Environment Canada
5th floor
1496 Bedford Highway
Bedford, Nova Scotia
B4A 1E5

Chief, Weather Services
Environment Canada
100 Alexis Nihon boulevard
Ville St. Laurent, Quebec
H4M 2N8

Chief, Weather Services
Environment Canada
Room 301
25 St. Clair Avenue East
Toronto, Ontario
M4T 1M2

Chief, Weather Services
Environment Canada
10th floor, Room 1000
266 Graham Avenue
Winnipeg, Manitoba
R3C 3V4

Chief, Weather Services
Environment Canada
Twin Atria Building, 2nd floor
4999-98th Avenue
Edmonton, Alberta
T6B 2X3

Chief, Weather Services
Environment Canada
Pacific Weather Centre
Airport Square
Room 700
1200-73rd Avenue West,
Vancouver, British Columbia
V6P 2H9

Where to obtain nautical charts, sailing directions, tide and current tables, A guide for the radiotelephone operator and the Radio Aids to Marine Navigation.

Hydrographic Chart Distribution Office
Department of Fisheries and Oceans
1675 Russell Road
P.O. Box 8080
Ottawa, Ontario
K1G 3H6

Institute of Ocean Sciences
9860 West Saanich Road
P.O. Box 6000
Sidney, British Columbia
V8L 4B2

Where to obtain other marine publications and regulations (published by the Government of Canada).

Canadian Government Publishing Centre
Supply and Services Canada
Ottawa, Ontario
K1A 0S9

To learn more about navigation or boating safety courses, please contact these organizations:

Canadian Boating Federation
139-C Victoria Street
Valleyfield, Quebec
J6T 1A4
Tel.: (514) 377-4122

Canadian Yachting Association
333 River Road
Ottawa, Ontario
K1L 8H9
Tel.: (613) 748-5687

Canadian Red Cross Society
1800 Alta Vista Drive
Ottawa, Ontario
K1J 4J5
Tel.: (613) 739-3000

Canadian Power and Sail Squadrons
26 Golden Gate Court
Scarborough, Ontario
M1P 3A5
Tel.: (416) 293-2438
or 1-800-268-3579

Royal Life Saving Society Canada
191 Church Street
Toronto, Ontario
M5B 1Y7
Tel.: (416) 364-3881

Canadian Recreational Canoeing
Association
P.O. Box 500
Hyde Park, Ontario
N0M 1Z0
Tel.: (519) 473-2109

Where to obtain application forms for licensing vessels:

Addresses and telephone numbers of Revenue Canada, Customs and Excise in your area may be found in your local telephone directory.

Where to obtain a free copy of the *St. Lawrence Seaway Pleasure Craft Guide*:

The Information Office
St. Lawrence Seaway Authority
360 Albert Street
Ottawa, Ontario
K1R 1X7

Where to obtain a free copy of the *Heritage Canals Navigation Data*:

Parks Canada
Government Inquiries Centre
351 St. Joseph Boulevard
Hull, Quebec
K1A 0H3

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